



*City of Tualatin*

**Tualatin Transportation System Plan  
Neighborhood Working Group Summary  
Meridian Park Hospital, (19300 SW 65<sup>th</sup> Ave, 97062)  
April 11, 2012**

The purpose of this working group meeting was to study and discuss the potential solutions generated from the previous working group meeting, and to discuss the feasibility of potential projects to help decide if they should be considered in the evaluation phase of the TSP process.

The Working group separated into groups of no more than six people to discuss the project ideas on the maps. Each meeting attendee was given three cards (green = yes, yellow = maybe, and red = no). Groups first went through each project idea and showed the card that they thought was appropriate for the project to be carried forward into evaluation for the TSP. Once the projects were tallied, groups then discussed the projects and whether they should be forwarded into the TSP for further evaluation. The tally is reported below, along with notes from the conversation. Projects that received all green votes from members were not discussed further, and the recommendation from the group is to evaluate the project in the TSP.

Safety-Focused Ideas		Green	Yellow	Red
A1	Discourage/restrict through & truck traffic along Tualatin Rd while encouraging a shift to Herman Rd & Leveton Rd. Make residential access along Tualatin Rd easier.  Rebuild Tualatin Rd to make it prohibitive for trucks. Plant flowers and make it a neighborhood street. Cut off access along Teton and 108 <sup>th</sup> Aves.	6	10	
A2	Improve lighting on Hazelbrook Rd  Walking to the park is really dark. There is also a retirement home and school nearby	13	3	
A3	Reroute school buses away from Tualatin Community Park and two railroad crossings	11	3	2
A4	Add a roundabout at Boones Ferry Rd & Norwood Rd  Look at signal options. Is this the best place to do this? The intersection is really small. There is not a lot of room so the City would need to buy ROW. However, this would slow traffic down. Boones Ferry Rd is a major collector, so don't use a roundabout here. If Norwood and I-5 were connected, we would need traffic calming. We don't want the connection, so we don't need traffic calming.	3	7	6
A5	Explore ways to make Boones Ferry Rd more pedestrian-friendly, including the creation of one consistent speed limit, without widening	6	10	

Speed limit because of school zones is not really an issue.  
Separate bike/pedestrian paths needs more exploration and conversation.

When the project is only make it more pedestrian friendly – 4 green and 1 yellow. When the project is creating a consistent speed limit – 5 yellows.

A6	Improve intersection at 108 <sup>th</sup> Ave and Tualatin Rd	2	12	2
	Improve visibility? Yes. Improve signal? No. Remove the trees on the southwest corner. There is lots of traffic in the morning and it is difficult to make turns. Light would discourage traffic. Traffic coming through tries to avoid Tualatin-Sherwood Rd.			
A7	Improve sight distance and reduce speeds at Boones Ferry Rd and Arapaho Rd	6	9	1
	This seems strange. Not sure of the need or what to do about it? This conflicts with A5. Reduce the speed or keep the speed consistent? Not sure what the sight distance issue is. It is already ok.			
A8	Reduce speed, add sidewalks and bike lanes on Blake St curves. Possibly add trail through wooded area.	9	15	1
	Trail would be hard, private property owners would likely not sell or approve the easement. There is no room for sidewalks and bike lanes. Once you drive it once, you know that you can't go the speed limit on the curves. Add wayfinding signs.			
	For sidewalks only, 2 red, 2 yellow, for reducing speed, 3 green, 1 yellow, for Trail only, 4 yellow.			
A9	Eliminate free right turns	2	9	5
	Not needed for Tualatin and Herman Roads. A1 would eliminate the problem. Light warranted? Don't eliminate free right, though this makes it hard for pedestrians. If Tualatin Rd is redone, you don't need right turns. Not may pedestrians in the area, however needs further study.			
A10	Require a stop before vehicles turn right onto Boones Ferry Rd between Mohawk St and Greenhill Ln	2	5	4
	Isn't that already required on side streets? There are collision issues if this project is added at streets with signals. Don't know where this is. Have to stop before you get on Boones Ferry Rd anyway from side streets.			

Congestion-Focused Ideas		Green	Yellow	Red
B1	<p>Add a signal or roundabout at Sagert St and Martinazzi Ave</p> <p>Offset to avoid apartments. For signal only – 3 green, 2 red. For roundabout only - 2 green, 3 red.</p>	13	2	2
B2	<p>Add a dedicated right turn lane into Nyberg Woods Apartments</p> <p>Not needed. The shopping area already has a right turn lane. A new solution is B7 – 2 right turns to northbound I-5. Doesn't make sense. Not enough traffic. Maybe it's a left turn?</p>	2	8	7
B3	<p>Realign Sagert St and Borland Rd intersection (roundabout or signal)</p> <p>Study all options. If roundabout is oblong, consider Nyberg/65<sup>th</sup>. Realigning is first priority.</p> <p>For realign Sagert and Borland – 5 green. For Signal – 2 yellow, 3 red. For Roundabout – 4 green, 1 yellow.</p>	16	10	5
B4	<p>Improve intersection at Avery St and Teton Ave</p> <p>If we improve the road for truck traffic, it will cause irreparable harm to the residential neighborhood. Encourage more turns.</p>	10	3	4
B5	<p>Address congestion caused by high school</p> <p>What does this mean? Only problem for 20 minutes in the morning: this project is not needed. Needs more discussion. More kids bike to schools. Increase the parking rates for school when it's a fire lane road. We'll have signals.</p>	4	13	
B6	Adjust signal timing to reflect traffic needs	16	1	
B7	<p>Add two right turns onto I-5 northbound from Nyberg St</p> <p>Is there a need? Not going to happen. Not needed and expensive. Congestion because of freight, not because of the single turn lane. Could own Stafford and south of Borland interchange on I-205. Difficult to understand with additional context. This is similar to B2.</p>	5	5	7
B8	<p>Add right turn lane from Tualatin-Sherwood Rd to northbound 124<sup>th</sup> Ave</p> <p>Would be nice to have. May be needed in the future. Make sense to add a roundabout on Tualatin-Sherwood Road &amp; 124<sup>th</sup> Ave</p>	12	6	

Connectivity-Focused Ideas		Green	Yellow	Red
C1	Connect 124 <sup>th</sup> Ave to Tonquin Rd	15	2	
C2	<p>Balance neighborhood needs with trucks along 108<sup>th</sup>/105<sup>th</sup> Aves. Consider disallowing trucks/truck info signs. Add traffic calming.</p> <p>Will the 124<sup>th</sup> Ave connection solve this problem? Close the street at the curves. Add it to Blake Street Greenway. Too many ideas. Truck route signs aren't useful – the City can't enforce if they are on an arterial road.</p>	11	2	4
C3	<p>Balance the needs of neighborhood with local truck movement along Avery St; provide turn lane for traffic entering into school</p> <p>No room for turn lane. Can't restrict truck traffic.</p>	6	10	
C4	<p>Add I-5 Interchange with Norwood Rd</p> <p>Not going to happen, it is cost prohibited. Too close to other interchanges.</p>	3	2	12
C5	<p>Limit Siletz to exit only at Boones Ferry Rd and 105<sup>th</sup> Ave to minimize cut-through traffic.</p> <p>Residential street acts like a connector. Don't like the exit only. Could push traffic to other residential streets. Eliminate cut through without speed bumps. Residential road accommodates traffic. Would stop signs work?</p>	7	7	2
C6	<p>Create a street between Boones Ferry Rd and Bridgeport Rd</p> <p>Formalize informal road - "secret resident cut-through". Private property and parking lot. Remove speed bumps.</p>		8	8

Bicycle/Pedestrian-Focused Ideas		Green	Yellow	Red
D1	<p>Consider a pedestrian overcrossing on Boones Ferry Rd</p> <p>Won't get used – it is out of direction. An overcrossing is expensive</p>	3	3	11
D2	<p>Consider pedestrian islands on Boones Ferry Rd, near Byrom Elementary and Tualatin High schools</p> <p>Island won't help Byron Elementary access on Blake Street. There is already a pedestrian island near Iowa Dr on the south end, need one on Ibach St</p>	3	8	6
D3	Provide a multi-use path along the river	11	4	2

Good for the area west of I-5

D4	Connect sidewalk on east side of 65 <sup>th</sup> Ave	16	1	
D5	Repair gap in sidewalk on the south side of Borland Rd	17		
D6	Add multi-use path as part of Tualatin Trail	11	3	3
D7	Provide focused pedestrian crossing improvements (may need signal)  Teton Ave and Tualatin Rd intersection needs a light. Slow traffic carries a lot of traffic accident issues. Safety issue. Hard to make a left turn westbound on Tualatin Rd	14	1	1
D8	Add bike facilities & continuous sidewalks; reduce speed limit	16	1	
D9	Build the Tonquin Trail  Build it, it is not our money (Metro will be funding).	13	4	
D10	Provide neighborhood connections to Tonquin Trail  Crossing - Pedestrians and railroad don't mix. Overcrossing is no good, expensive, and too large. Undercrossing has safety concerns.	10	2	
D11	Connect to Tualatin Path  Undercrossing issue, safety/visibility. Would be great, nature walk, bike to grocery store.	10	7	
D12	General – add benches around the city for pedestrians, especially between Heritage Center and Haggens	7	1	
D13	General – Provide 3 loop walking paths that connect all Tualatin neighborhoods  Too vague, impractical and overly broad.	9	3	4

Transit-Focused Ideas		Green	Yellow	Red
E1	Provide transit serving local resident needs in north Tualatin, between 99W and downtown Tualatin  As stand-alone this doesn't make sense. People won't take it to do downtown. Ok as long as it part of a larger circulator transit system.	14	3	

Other Ideas		Green	Yellow	Red
F1	Consider ways to lessen noise from 99W and I-5 on nearby residences  Not a lot of residences near 99W. "Consider" doesn't cost money. Noise proof window incentive program. Impractical. We have sound walls already along I-5.	3	9	5
F2	Consider changing "no right on red" sign  Keep the sign. Don't see the need why? Unclear. Who has a problem with this? Trying to cut commute but serious safety issue.		5	12
F3	Intersection of Ibach/Grahams Ferry is confusing; rename road or better signs; need better lighting  Not confusing every time. Do it once, you know. Not needed. Is it a problem? Not a priority. People who live here know how it works. Not necessary, except lighting.		8	9
F4	<i>General</i> – Add gateway signs to announce CIOs  Why? What is the benefit? Not transportation. Not needed, cost prohibited. Not a transportation issue.		1	16
F5	Move industrial area to the SW area (no direct truck route), change to multifamily residential, or buffer existing neighborhood better from industrial area  It is impractical to restrict truck traffic. This would create blight in transition. Residential right along rail line. The railroad and ODOT rail would not approve an additional rail crossing.  For move industrial to the SW area – 1 yellow and 4 red. For buffer existing neighborhood better – 3 green, 2 yellow.	7	6	10
F6	Create small, neighborhood commercial for residents to walk to  No one will walk there because it is already commercial. Make Tri-County neighborhood/commercial.	8	4	5
Ideas already in other Plans		Green	Yellow	Red
P1	Extend Boones Ferry Rd to Hall (from the 2001 TSP)		2	5
P2	SW Tualatin Concept Plan Roadways (2005)	7		

General Comment:

- When we talk about congestion, consider time and length of congestion.

Other Ideas:

- All school zone speed restrictions consistent. Why are they different?
- Pedestrian benches on Tualatin Rd. (Could be an Eagle Scout project)
- PI – Bring additional traffic downtown, take out the park.
- Look into and extension of 65<sup>th</sup> to enhance the neighborhood connectivity and relieve congestion on I-5.